

Every five years, Metropolitan Planning Organizations (MPOs) are required to update their long-range transportation plan. CAMPO is working on the **2045 Transportation Plan**, which will contain plans and studies for a variety of transportation modes, and focus on improving transportation in the region leading up to the year 2045. The plans and studies outlined in this brochure will inform the long-range plan on existing transportation options, future need, and opportunities for improvement within the six-county region.



CAMPO Mission: As the regional transportation planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties, CAMPO is committed to improving mobility—and ultimately quality of life—within the six—county region and ensuring the benefits of the transportation system are distributed fairly across all demographics throughout rural, urban, and suburban areas.



REGIONAL ARTERIALS PLAN

WHAT -

Documents a regional well-connected road network that includes FM roads, state and U.S. highways, and other large corridors, and highlights routes other than interstates for cross-regional travel.

-WHERE - -

The entire CAMPO six-county region.



-WHY

A comprehensive arterial network enhances mobility by providing direct routes between destinations and a local alternative to roads otherwise intended for long distance travel, such as I-35.

REGIONAL ACTIVE TRANSPORTATION PLAN

WHAT

A comprehensive plan for future regional active transportation network, including sidewalks, bike lanes, and trails.

WHERE -

The entire CAMPO six-county region.

-WHY

A robust and safe active transportation network provides additional ways to get around and complements traveling by transit, carpooling, ridesharing, and other modes. Active transportation is also open to a wide variety of ages, abilities, and income levels.



REGIONAL TRANSIT PLAN

CARTS C INTERURAL I

WHAT-

The Regional Transit Plan will take a closer look at the public transportation options offered in CAMPO's region, closely considering current travel patterns and future growth.

WHERE _

Everywhere in the CAMPO six-county region that is not in Capital Metro's service area.

WHY _

Documenting current areas that are served, and not served, by transit and comparing it with growth patterns in the region will help determine where transit improvements should be prioritized in an effort to create a more robust, regional transit network.

For more details on the plans and studies listed above, please visit www.campotexas.org or call 512.215.8225

TRANSPORTATION DEMAND MANAGEMENT PLAN

WHAT -

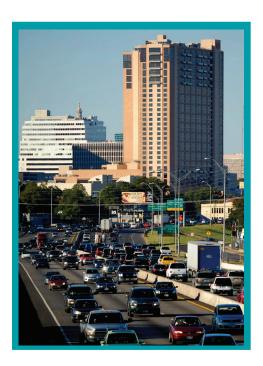
In partnership with Movability Austin, the Transportation Demand Management (TDM) Plan will outline initiatives to reduce single occupancy vehicle travel, especially during peak travel times.

WHERE -

The entire CAMPO six-county region.

WHY -

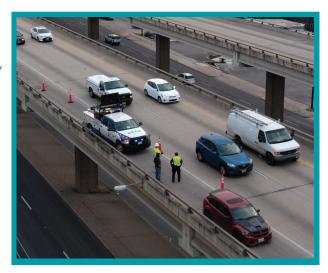
Taking even one car off the road during peak travel hours, when there is the most congestion, makes a difference. TDM strategies help to reduce the number of single occupancy vehicles, which can lessen road congestion for everyone.



REGIONAL INCIDENT MANAGEMENT STUDY

WHAT -

The Regional Incident
Management Study prescribes
ways to efficiently clear wrecks
and incidents to reopen traffic
lanes as quickly as possible. The
study also outlines coordination
between local jurisdictions and
first responders and
recommends coordination
strategies, as well as technology
options that can be used to
notify travelers of delays and
alternate routes.



WHERE -

The entire CAMPO six-county region.

-WHY

Crashes and stalled vehicles are huge contributors to traffic congestion in the CAMPO region.

As a regional organization, CAMPO collaborates with local governments to complete important plans and studies with a smaller focus including:

- > Georgetown Williams Drive Study
- > FM 150/Yarrington Road Study
- > Luling Transportation Study
- > San Marcos Subregional Study



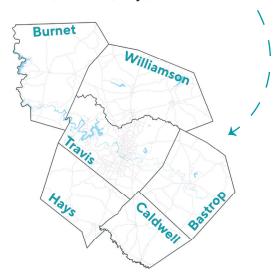
CAMPO 101

What is CAMPO?

The Capital Area Metropolitan Planning
Organization (CAMPO) is the region's
transportation decision-making body, coordinating
regional transportation planning between counties,
local governments and transportation agencies for
the greater Austin area. The organization is made up
of a 21-member Transportation Policy Board (TPB)
that makes decisions on CAMPO policy and
allocates federal transportation funds for the region,
a 24-member Technical Advisory Committee
(TAC) that provides technical expertise and
recommendations to inform the Transportation
Policy Board, and the Executive Director, who
reports to the TPB and oversees the CAMPO staff.

Where is CAMPO?

CAMPO conducts regional transportation planning work within six counties: **Bastrop**, **Burnet**, **Caldwell**, **Hays**, **Travis** and **Williamson**.



What is an MPO?

MPO stands for metropolitan planning organization, which is a federally designated regional transportation planning entity. MPOs were introduced by the Federal-Aid Highway Act of 1962, which requires the formation of an MPO for any urbanized area with a population greater than 50.000. CAMPO is one of 25 MPOs in Texas.

What does CAMPO do?

CAMPO closely coordinates with local governments and transportation agencies, such as TxDOT, in planning for regional transportation improvements. This includes working directly with local governments on technical studies related to transportation and economic development. However, CAMPO does not construct projects – that responsibility lies with project sponsors, such as cities, counties, and transportation agencies.

CAMPO is responsible for creating two primary regional planning documents—one long-range and one short-range:

> the Regional Transportation Plan (RTP) is a 20+ year plan, which is adopted every five years, and;

> the Transportation Improvement Program (TIP), which is adopted every two years but covers a four-year window.

Both incorporate a variety of transportation modes such as transit, walking, biking, and car travel, as is outlined in this brochure.

Progress: CAMPO believes that growth-oriented metropolitan planning should place safety, mobility, accessibility, and equal opportunity at the forefront.

Communication: CAMPO believes conversation, engagement, and transparency among stakeholders are key to meaningful and lasting mobility improvements across its six counties.

Equity & Accessibility: CAMPO believes that transportation improvements are only "progressive" insofar as all demographics—and residents of rural, urban, and suburban areas—have equitable access to participate and provide input in the decision—making process.

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